

## Shipping

**Steamers.**

**NORDDEUTSCHER LLOYD.**

The Co.'s Steamship  
*Bayern*,  
Captain W. SCHMIDT,  
carrying the German  
Mails for EUROPE, will leave TO-MOR-  
ROW MORNING, the 15th Inst., at 10 a.  
For Freight or Passage, apply to  
**MELOHRS & Co.,**  
Agents.  
Hongkong, November 14, 1894.

**FOR SHANGHAI.**  
The Steamship  
*La Foo,*  
Captain WINEOL, will  
be despatched for the above  
Port on **THURSDAY**, the 15th Instant  
5 p.m.

For Freight or Passage, apply to  
**CHARLOWITZ & CO**  
Hongkong, November 12, 1894.

**AUSTRIAN LLOYD'S STEAMSHIP NAVIGATION COMPANY,**  
UNDER MAIL CONTRACT WITH THE  
AUSTRIAN GOVERNMENT.


**FOR KOBE (DIRECT).**

The Co.'s Steamship  
*Posidon,*  
Capt. A. FELLNER,  
leave for the above  
on or about **WEDNESDAY, the 14th**  
For Freight or Passage, apply to

Hongkong, November 7, 1894.

DOUGLAS STEAMSHIP COMPANY

**LIMITED.**  
FOR SWATOW, AMOY AND TAM  
The Co.'s Steamship  
Fokun,

 Captain DAVIS, will be despatched for the Ports on FRIDAY, the 16th Instant Daylight.  
For Freight or Passage, apply to

DOUGLAS LAFAIR & C.  
General Managers.  
Hongkong, November 13, 1894.

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FOR KORE (DIRECT)

The Steamship  
*Worcester*  
will be despatched  
above on or about  
DAY the 16th Instant.

For Freight, apply to  
NIPPON YUSEN KAISHA  
Hongkong, November 10, 1894.

FOR SHANGHAI  
The Steamship  
*Lycemoon*,  
Captain G. H. E. H. E.  
will be despatched

18. above Port on SATURDAY, the 17th  
at 4 p.m.  
For Freight or Passage, apply to  
the **SIEMSEN &**

Hongkong, November 13, 1894.

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GLEN LINE OF STEAM PACK  
FOR LONDON VIA SUEZ CANAL

The Steamship  
Glenavon,  
Capt. E. NORMAN,  
despatched as above  
or about the 18th Instant, and not

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e of

For Freight or Passage, apply to  
**JARDINE, MATHESON &  
Agents.**  
Hongkong, November 12 1894.

329 CHINA NAVIGATION COMPANY LIMITED.

PORTS, SYDNEY & MELBOURNE  
The Co.'s Steamers  
Zetland,  
G. RAMSAY, Comm.

The attention of Passengers is to the Superior Accommodation by this Steamer. First-class.

A Refrigerating Chamber ensures  
supply of Fresh Provisions during  
entire voyage. A duly-qualified Surgeon  
carried.

For Freight or Passage, apply to

ed by  
Co.,  
1808

AM  
OCEAN STEAMSHIP COMPANY  
FOR LONDON VIA SUEZ  
The Co.'s Steamship  
Olympic

AND FRIDAY, the 23rd Instant.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE

Agents.  
 Hongkong, November 8, 1894.  


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**CHAS. J. GAUPP & CO.**

**NAUTICAL, SCIENTIFIC  
METEOROLOGICAL  
INSTRUMENTS.**

VOIGTLINDE'S  
BINOCULARS AND TELESCOPES  
RITCHEY'S LIQUID AND OTHER OPTICAL  
ADMIRALTY & IMRAY'S  
NAUTICAL BOOKS.

Christie & Co.'s Diamond Plate  
GOLD & SILVER JEWELRY  
in great variety.  
DIAMOND

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ed un-  
before  
used by  
Co.,  
1899

CHRISTIAN & CO.'S EXHIBIT—FASHION  
GOLD & SILVER JEWELRY  
in great variety.  
DIAMOND  
—AND—  
DIAMOND JEWELRY  
A Splendid Collection of the Latest  
PATENTS, at very moderate

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WEDNESDAY, NOVEMBER 14, 1894.

## TELEGRAMS.

(SUPPLIED TO THE "CHINA MAIL.")

(Via Southern Line.)

London, November 13, 1894.

## THE "TIMES" ON THE CHINA-JAPAN WAR.

The *Times*, in a leading article, says that the utter collapse of China raises many troublesome political problems, and that Japan must not suppose that no limits are to be set to her expansion at the cost of China.

## THE CHINA-JAPAN WAR.

## THE JAPANESE ON THE LIAOTUNG PROMONTORY.

The following telegram was received from Japan this afternoon:—  
On the afternoon of Thursday, 8th inst., the Japanese army under Field-Marshal Oyama, completely occupied Tientsin. After destroying the Chinese torpedo-boats guarding the approaches, the Japanese fleet, transports, and torpedo-boats anchored in the Bay.

The capture includes the torpedo station with lighting apparatus and equipments and charts of submarine topography.

Upwards of eighty cannons and quick-firing guns fell into the hands of the Japanese.

## A PROGNOSTICATION.

A correspondent, writing from the North a fortnight ago, says:—

"I don't think this war will finish this year. My own impression is that military operations are stopped for the winter, but that another naval fight is possible, though hardly probable. The Japs have attained their first object in the conquest of Korea; and, if they could get a suitable indemnity from China, could now cease the war with considerable credit to themselves. Their second probable object, the invasion of Chihli, has been frustrated by the naval battle of Yalu to such an extent as to render it almost impossible for them to attempt it this year. In spite of what is said in the papers, their fleet was severely crippled. An invasion of Manchuria in the winter is no luxury, and had they intended it—we give them any credit for nous—they would have followed up their success at Pingyang. [We now know that the Japanese fleet was not severely crippled at the Yalu, certainly not for any length of time; and that the success at Pingyang has been followed up, albeit carefully.—Ed.]

It seems probable, therefore, that the Japs will stay further military operations in the belief or hope that during the winter terms—advantageous to themselves—may be come to. These terms are certain to include a large indemnity, and this China certainly will not pay just yet. Japan will then (barring certain possible eventualities) be forced to resume the war in the spring, and then with a very large chance of success. The modifying eventuality is foreign interference, and it is not unlikely that this may be exerted in the interests of peace.

## TELEGRAMS FROM JAPANESE PAPERS.

Hiroshima, November 2.  
A banquet promoted to celebrate the victory of the Japanese army and navy took place today at the residence of the Emperor. Over five hundred persons were present. H.I.M. the Emperor reached the temporary building of the Diet, shortly after 2 p.m. The Emperor being conducted to a special apartment, gave audience to members of the Imperial family, Ministers of State, and other distinguished guests. His Majesty then walked through the building to inspect various articles exhibited by public bodies. Among the amusements provided were performances by students of the Etajima Naval School, fencing, selections of music, and No dances.

Hiroshima, November 8.  
A number of civil and military officers proceeded to the Headquarters today to celebrate the Emperor's Birthday. The houses were decorated as usual, and great rejoicing prevailed throughout the town. The residents gave a congratulatory banquet in the Public Garden during the afternoon, at which their Imperial Highnesses Prince Arisugawa and Fushimi, Counts Ito and Saigo, and other distinguished officials were present.

Shanghai, November 9.  
Victory Li has been addressing the Peking Government to conclude peace, obtaining the best conditions that it can.

## TO PEKING, TO PEKING.

Nothing short of blowing in the Gates of Peking, observes the *Hochi*, will suffice to arouse senile China from her long lethargy and lead her into the path of civilization and enlightenment, so that she may never again play the part of the great peace-disturber of the East. A light punishment would be powerless to make her recognize her error and learn the value of peace and civilization. During the last fifty years England and France more than once chastised her vice and ignorance, taking from her Hongkong and Annam and a great deal of treasure and blood. These minor punishments have even more vicious and barbarous than before toward Englishmen and Frenchmen. Her European experiences show that no half measures can do much to straighten the crooked hearts and stiffen the hard backs of the proud Celestials. Therefore, to gratify her own thirst for conquest, but for the sake of humanity and civilization, and most of all for China's sake, Japan should not listen to any foreign intervention, until the Four Hundred Provinces of the colossal Kingdom have been made to recognise the glory of the "Kising Sun."

WHERE IS THE CHINESE FLEET?  
According to the *Hochi*, a telegram from Hiroshima, dated 8:30 p.m. on the 2nd inst., says that the whole of the Chinese ships effected their escape from Port Arthur at the first sign of a Japanese campaign in the Liaotung Peninsula, and are now lying in Wei-hai-wai. It is difficult to know what to believe among the various reports circulated as to the whereabouts of the Chinese fleet. The *Shoggo* Shimo says that a Japanese squadron of 8 ships reconnoitred Wei-hai-wai a few days ago, and saw a number of Chinese vessels lying

there under the guns of the forts. The Japanese squadron consisted of 2 men-of-war and 6 converted steamers, so that had the Chinese ventured out they ought not to have found much difficulty in winning a first victory. But they did not venture out.

## THE 'GAELIC' SEARCHED FOR CONTRABAND-OF-WAR.

Towards dusk on Sunday evening (4th inst.) two Japanese torpedo-boats steamed into harbour and took up positions on each quarter of the O. and O. steamer *Gaelic*. They were followed by two boats containing Police and Customs officials, which lay off on either beam of the big liner. Then a Government transport with a detachment of mariners in the bow steamed past and anchored astern. These manifestations caused considerable surprise to Captain Pearce and his officers, which was heightened when a boarding party came on the gangway and asked permission to search the vessel for contraband of war. Captain Pearce said that he was in the hands of the Authorities, and they could do just as they wished, but he protested against his vessel being subjected to a search. Every courtesy was shown the search party as they went through the ship, and equal courtesy was displayed by them. Nothing was apparently found as nothing was ordered on deck. Next morning the officer in charge of the party proceeded on shore to the O. and O. Agency, and some parleying was going on between the British Consul, H.B.M.'s Minister at Tokyo, Mr. B. O. Howard, and the Authorities as we went to press.

Captain Pearce in an interview with a representative of the *Japan Mail* this morning (5th inst.) said, in answer to inquiries: "I give you my word as an officer and a gentleman that there is nothing contraband on board my vessel." This is the statement of an officer who holds the water-pipe suspect that some contraband of war is contained in the baggage of a passenger who is proceeding to China, and that the Authorities are endeavouring to obtain permission to search his personal effects. The vessel is under way, and will be in the bay at noon, and so far as Captain Pearce knew nothing seemed likely to prevent her sailing at the appointed hour.—*Japan Mail*.

## THE SYDNEY AND GAELO AFFAIRS.

## A KOREA PAPER ON THE ARRESTS.

Available text-books on International Law do not help at all to an understanding of the apparently high-handed proceedings of the Japanese authorities in regard to the *Sydney* and *Gaelic*. Heretofore the *Sydney* and her cargo on Monday. It will be most interesting, even from a purely scholastic standpoint, to hear the line of defence adopted. The expediency of the course of conduct chosen, all the preliminary suspicions being granted, and the hard words used, are only excused, if any, by the matters of international moment are justly excused here in Kobe can be justified. The charges made in the first place against the vessel may be dismissed as a paltry subterfuge for gaining time. There was no serious pretence of examining those papers of hers where, if any, contraband would be concealed. There was neither time nor opportunity for transhipment from the *Gaelic* to the *Sydney* in Yokohama. But it was hoped that a few hours would enable some means to be devised for creating a false trail, and the vessel was accordingly unbarge, the formal protest of her Captain being naturally waived aside. The Vice-Consul's efforts were of little avail. Hours were spent in doing nothing really except waiting and waiting, that the vessel might be allowed to leave. The Japanese authorities could be legally detained. Their efforts were seized and their every movement was guarded in the meantime, however; the only notice taken of the objection officially raised to the seizure of the vessel was that the Japanese authorities were instructed to leave their weapons with their comrades on the pier. But this was not for long. Orders came that the men were to be taken at all costs. The Japanese Commanding officer made an armed guard on board, without warrant, on French territory. No nation would have had the right to do so; a man under extra-territorial jurisdictional restrictions has less right than none, if we may so express ourselves. The men were taken by force from the proceeding vessel, and there is no doubt that had the American Consul met them on the pier and demanded their immediate delivery to his own custody they would have been held by force. They have been kept in close custody by the Japanese at a native hotel, where all approach to them is sternly forbidden. Had all the treaties been solemnly and martial law proclaimed in Kobe the procedure could not have been more arbitrary. What is the charge against the prisoners? There is no charge; there is at most a badly supported case of suspicion. There is no charge; there is at most a badly supported case of suspicion. There is no charge; there is at most a badly supported case of suspicion.

THE SYDNEY AND GAELO AFFAIRS.

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THE SYDNEY AND GAELO AFFAIRS.

## THE SYDNEY ARRESTED.

THREE PRISONERS TAKEN.

All day long yesterday (November 6) the excitement in consequence of the detention of the *M. M. Sydney* grew, and constantly increased.The *Sydney* was a vessel of the

## THE WORLD'S NAVIES AND COMMERCE.

WHAT ENGLAND HAS AT STAKE.

The *Times* publishes a letter signed

## A FRENCH PRINCE AS A JINGO.

Prince Henri d'Orléans, first cousin of the

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## Mails.

## Occidental &amp; Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

## VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
Gao (via Nagasaki, Kobe, Inland Sea, and Yokohama) ... WEDNESDAY, Nov. 21, at daylight.  
Belgia (via Nagasaki, Kobe, Inland Sea, and Yokohama) ... WEDNESDAY, Dec. 19, at daylight.  
Oosaka (via Nagasaki, Kobe, Inland Sea, and Yokohama) ... WEDNESDAY, Jan. 9, 1895, at daylight.

THE Steamship **GAELIC** will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on WEDNESDAY, the 21st November, at Daylight, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and name will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

C. L. GORHAM, Acting Agent.

Hongkong, October 31, 1894. 1745

## U. S. Mail Line.

## PACIFIC MAIL STEAMSHIP COMPANY.

## VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
City of Peking (via Nagasaki, Kobe, Inland Sea, and Yokohama) ... WEDNESDAY, Nov. 28, at daylight.  
China (via Nagasaki, Kobe, Inland Sea, and Yokohama) ... WEDNESDAY, Dec. 12, at daylight.  
Peru (via Nagasaki, Kobe, Inland Sea, and Yokohama) ... SATURDAY, Dec. 29, at daylight.

THE U. S. Mail Steamship **CITY OF PEKING** will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on WEDNESDAY, the 28th November, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Oriental and Pacific Mail Lines, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular fare.

Passengers holding orders FOR OVERLAND TRIP in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's land connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of goods to be stated.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

C. L. GORHAM, Acting Agent.

Hongkong, November 7, 1894. 1738

## Mails.

## NORDEUTSCHER LLOYD.

## NOTICE.

## STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS.

ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

TO-MORROW, the 15th day of Nov., 1894, at 10 a.m., the Company's S.S. **BAITEN**, Captain W. Schindler, with MAUS, PASSENGERS, SPOULE, and CARGO, will leave this port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on SATURDAY, the 10th November, Cargo and Specie will be received on board until Noon, on WEDNESDAY, the 14th November, and Parcels will be received at the Agency's Office until Noon, on SATURDAY, the 11th November. Contents of Packages are required. No Parcel Receipts will be signed at less than \$2, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has a splendid Accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

For further Particulars, apply to MELOERS & Co., Agents.

Hongkong, November 14, 1894. 1690

## STEAM FOR

STRAITS, OCEAN, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship **ROHILLA**, Captain G. O. HENNING, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on THURSDAY, the 22nd November, at Noon, taking Passengers and Cargo for the above Ports.

(This Steamer connects at Bombay with the **GAELIC**, which Vessel takes on her Cargo for LONDON, via SUEZ CANAL, leaving that port on the 16th DECEMBER, 1894.)

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. H. JOSEPH, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, November 8, 1894. 1802

## NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANY.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

Tacoma ... Tuesday, December 11.

Sak ... Tuesday, Jan. 1/95.

Victoria ... Tuesday, Jan. 2/95.

Tacoma ... Tuesday, Feb. 26/95.

Victoria ... Tuesday, March 19/95.

Victoria ... Tuesday, April 9/95.

THE Steamship **TACOMA**, Captain V. F. FARRIS, sailing at Noon, on TUESDAY, the 14th November, will proceed to VICTORIA, B.C., and TACOMA via SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of The Freight Agent Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full, by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to DODWELL, CARROLL & Co., Agents.

Hongkong, November 7, 1894. 1792

## NOW ON SALE.

## INDEX

## TO THE

## CHINA REVIEW

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3.—REVIEWS OF BOOKS.

4.—LIST OF AUTHORS REVIEWED.

Price, 50 CENTS.

To be had at the China Mail Office, Messrs. KELLY & WALSH, Messrs. LANE, CRAWFORD & Co., Hongkong; and Messrs. KELLY & WALSH, Shanghai.

## WASHINGTON BOOKS.

(In English and Chinese.)

WASHINGTON'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office. Price, \$1 each.

CHINA MAIL OFFICE.

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## SANTAL-MIDY.

The pure essence of Santal obtained by Midy's process from the best Mysore wood.

SANTAL-MIDY entirely different from the Santal oil of the Indian Bazar, is superior to Capsule, Catub, or Injection, and free from all bad smell or other inconveniences.

SANTAL-MIDY cures all diseases of the urinary organs in either sex in a few hours.

SANTAL-MIDY is contained in small round Capsules, each of which bears the name "MIDY" in black letters, without which none are genuine.

SANTAL-MIDY is sold by all medicine dealers throughout the world.

Paris: S. Rue Vivienne, 8.

For Sale by A. WATSON & Co., Chemists.

CHINESE SCHOOL-BOOKS:

SAM-TSZ-KING, TS'IN-TSZ-MAN.

LITERALLY TRANSLATED AND EXPLAINED BY DR. E. J. EITEL.

PRICE: 15 CENTS PER COPY.

CHINA MAIL OFFICE, Hongkong, May 17, 1893. 905

## FOR SALE.

A COMPLETE REPRINT, in Pamphlet Form, of the proceedings in the LEE CASE OF REGINA V. PITMAN, containing the whole of the Proceedings at the Police Court, full report of the trial in Criminal Sessions, with connected Correspondence and comments of the Press.

To which is now added a Report of the Case of PITMAN V. KESWICK AND OTHERS.

Price per Copy, 50 CENTS.

China Mail Office.

## CANADIAN PACIFIC RAILWAY COMPANY'S

## ROYAL MAIL STEAMSHIP LINE.

1894.

SAFETY—SPEED—PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF INDIA ... Comdr. O. P. MARSHALL, R.N.R. ... WEDNESDAY, 28th Nov.

EMPEROR OF JAPAN ... Comdr. G. A. LEE, R.N.R. ... WEDNESDAY, 28th Nov.

EMPEROR OF CHINA ... Comdr. R. ARNOLD, R.N.R. ... WEDNESDAY, 28th Nov.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAN TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to D. E. BROWN, General Agent, PRINCE STREET.

Hongkong, October 31, 1894. 1748

## SHARE LIST—QUOTATIONS.—NOVEMBER 14, 1894.

Stocks.

Hongkong & Shanghai Bank Corp., 30,000 \$ 125 all 96 % prem., sales & buyers

New Issue, 30,000 \$ 10 1/2 110 nom.

Bank of China and Japan, Ltd., 1,200 \$ 1 1/2 125

National Bank of China, Ltd., 1,000 \$ 1 1/2 125

Marine Insurance Co., Ltd., 10,000 \$ 25 60 \$142

Canton Insurance Co., Ltd., 10,000 \$ 25 60 \$142

China Traders' Insurance Co., Ltd., 10,000 \$ 25 60 \$142

Shanghai Insurance Co., Ltd., 10,000 \$ 25 60 \$142

Union Insurance Society Co., Ltd., 10,000 \$ 25 60 \$142

Yangtze Insurance Association, Ltd., 10,000 \$ 25 60 \$142

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